

**Addendum to Comments on the Traffic Analysis
by Walter, Hekimian, Mugane.**

By Bob Tennenbaum 7/9/06

I agree with all of the items needed to complete the traffic analysis.
However I have a few additions, some suggested to me by Alex Hekimian.

6. “Describe the visual effects of the proposed road improvements...” should also include proposed improvements to Governor Warfield Parkway and Little Patuxent Parkway.

11 “Explain each type of mass transit...” for commuters “and where it could be located...” in Downtown based on realistic options for transit systems now in the concept planning stages by the Mass Transit Administration. Provide realistic time frames (political, financial, environmental etc) for implementation of such transit service for Downtown.

Added items:

12. If transit comes to Downtown in the future it may encourage re-development of older properties, which may increase Downtown density. Project a development scenario with transit service to Downtown.

13. Since garages are the destination for traffic, study if locating perimeter “park & shuttle or walk” garages on Little Patuxent Parkway and Broken Land Parkway could intercept traffic before it reaches the critical chokepoints. (See examples in Annapolis and Bethesda). Concurrently study the effect of restricting development of office building parking garages in the core of Downtown.

14. Prepare a concept feasibility study for a full Route 29 interchange at the south entrance including serious consideration of State highway requirements, environmental issues and existing development.

15. Only after all of the above items are studied and answered, recommend options for Downtown development density.